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Participation of . . .
**UNITED STATES FLAG SHIPS IN
AMERICAN OVERSEAS TRADE
1921 - 1951**

Prepared by
DIVISION OF SHIP STATISTICS
OFFICE OF SUBSIDY & GOVERNMENT AID
June 1952

Foreword

Two world wars gave impetus to the foreign trade of the United States and forced recognition of the importance of maintaining a modern merchant fleet of ships under the American flag to participate in this commerce.

Although the foreign trade of our country has expanded considerably in the past three decades, American flag ships, with few exceptions, have not carried the "... substantial portion of the water-borne export and import foreign commerce of the United States ...", declared to be desirable in the Declaration of Policy of the Merchant Marine Act, 1936, as amended.

In planning wisely for the future, recognition must be given to past activities -- and the information contained in this report should serve that purpose, along with reports to follow on United States commerce with specific trading areas, commodities carried, and other studies involving the economics of shipping.

The following report was prepared by ROGER A. VAUGHAN, Transportation Specialist, Shipping Projects Branch, under the direction of IRWIN M. HEINE, Chief, Division of Ship Statistics.

A. J. Wilson

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Participation of United States Flag Ships in
American Overseas Trade
1921 - 1951

Despite the important position of the United States in world trade, American flag ships have played a relatively minor role in the movement of cargoes in overseas trade. With the exception of the six-year period, 1943-1948, American freighters and tankers together have never carried as much as 50 percent of the cargoes moving in the foreign trade of this country, (see Chart 1) and have been a negligible factor in the carriage of commodities between foreign areas. For the 30-year period (excluding 1941 for which no breakdown is available) United States flag freighters averaged less than 40 percent of total dry cargo receipts and shipments, while United States flag tankers averaged 51 percent of total inbound and outbound liquid cargoes.

During the 1930 decade, participation of American flag ships in the total volume of United States foreign trade declined steadily from approximately 38 percent in 1930, when about 31 million long tons of cargo were carried by United States flag ships, to a low of 22 percent for the year 1939 when only 17.4 million tons, out of a total of nearly 80 million tons, were carried by American ships.

Among the many reasons which have been advanced to account for the above situation, the following were deemed most valid:

1. United States flag ships were old, of slow speed and, in general, lacked flexibility for shifting from one trading area to another.
2. Operating costs of United States flag ships were much higher than foreign flag ships.
3. Freight rates often proved unremunerative to United States flag operators, which caused them to lay up their ships.
4. Aid granted by foreign governments to encourage replacement of obsolete tonnage with faster, more efficient ships.
5. The low level of economic activity throughout the world.

Ships comprising the American Merchant Marine have been and are primarily engaged in regular scheduled services. American flag tramp ships, however, were prosperously employed for a few years following World War I, until low cost foreign competition forced them from the seas. United States flag ships again became active in tramp shipping during the past five years - only because of special circumstances that

made it profitable for them to engage in this type of service. Among the factors influencing the latter development were:

1. The availability of a huge American merchant fleet in the post war period, built during the war, as opposed to the depleted fleets of European countries after the war.
2. High freight rates.
3. Strong foreign demand for American bulk commodities, especially grains and coal for relief and rehabilitation purposes, financed through United States aid programs and loans.
4. Concurrent with point 3, the legal requirement that at least 50 percent of all shipments from the United States resulting from various aid programs and other government assistance to foreign nations must be carried in United States flag ships.

It is interesting to note, in this connection, that in the prewar years of 1937 and 1938, for example, total shipments and receipts of dry cargoes moving by ships in United States foreign trade totaled 54 million and 44 million long tons, respectively, of which ships in tramp services carried 18 million tons or 33 percent of the total in 1937, and 15 million tons or 34 percent of the total in 1938. In 1937 United States flag ships were not active in tramp shipping, while in 1938 American flag tramps carried 730,000 tons or about five percent of the tramp cargoes and less than two percent of the total United States overseas trade.

On the other hand, the total volume of American ocean-borne foreign trade in the last half of 1947 and the first half of 1948 reached about 94 million long tons, of which tramp cargoes comprised approximately 50 million long tons. United States flag ships engaged in tramp services, however, carried about 27 million long tons or 54 percent of all tramp cargoes and 28 percent of the total receipts and shipments. By 1951, although total tramp cargoes in American overseas trade had increased to about 66 million long tons, participation by United States flag ships in this service had declined to 39 percent.

If the role played by United States flag shipping did not weigh heavily in the movement of cargoes in United States foreign trade during the prewar years, it at least influenced the development and distribution of this commerce. Largely as a result of the Merchant Marine Act of 1936, regular liner services established by American flag ship operators to overseas competitive markets (where United States trade had formerly been retarded due to inadequate shipping services and from lack of service parity with the principal foreign flag lines) proved especially effective in the promotion of United States foreign trade. Furthermore, the inauguration of new American shipping companies and the expansion of others forced foreign lines to improve their services

at United States ports. These factors placed the United States in a better position to compete for overseas markets through the establishment of:

1. A larger number of direct line services to numerous foreign ports.
2. Greater regularity and dependability of service.
3. Increased number of sailings at a wider range of American ports, and
4. More careful handling and prompt deliveries of cargoes.

Cargo Tonnage Movements in United States Foreign Trade

Significant trends can be observed in American overseas trade in the 31-year period 1921-1951. Data presented in this report clearly indicate the peaks and valleys of cargo tonnage movements resulting from the economic consequences of two world wars.

The upward trend in cargoes moving inbound and outbound in the foreign trade of the United States by merchant ships following World War II, may well be sustained for a longer period of time than that which followed the first World War, due to the various international assistance programs sponsored by this country. As primarily agricultural countries turn to industrial activities to achieve a more balanced economy, and under-developed areas produce more of the raw materials so urgently needed in larger quantities by the industrial nations, the foreign trade of the United States and of other countries should be maintained at high levels.

Certain important economic factors, however, such as export and import controls, exchange restrictions, terms of trade, as well as the international economic policies pursued by the United States and foreign governments will necessarily influence the volume and direction of trade.

In large measure the fluctuations of cargo movements noted in the tables and charts were due to special conditions that were nonrecurring. For example, in 1926, England experienced a general strike. The production of coal was especially hard hit and, as a consequence, the United States became a supplier of this commodity not only to England, but our exports to Italy, France, Argentina and Brazil, which were normally supplied by England, more than doubled. Whereas, in 1925, United States shipments of coal overseas totaled 3.5 million long tons, of which only 16,000 tons went to England, in 1926, American exports of this commodity rose to 19.2 million long tons of which 10.8 million tons were shipped to the United Kingdom.

By 1927, conditions were nearly normal and total United States shipments returned to about what they were in 1925. It should be noted, however, that of the 15.4 million long tons increase in dry cargo shipments from the United States in 1926 over 1925, foreign flag ships carried 14.5 million tons, while American flag ships carried slightly less than one million tons.

National and international economic and political conditions during the 1930's were influencing factors in special cargo movements that affected United States trade. The great drought in the western part of the United States caused supplies of corn and barley to drop to such an extent that in 1937 imports of these commodities amounted to about 1.4 million long tons, while under normal conditions only negligible quantities were brought into the country.

Conversely, the impact of the rearmament programs of European countries and Japan upon United States overseas trade during prewar years was reflected in the heavy movement of scrap iron and steel which averaged about 3.5 million long tons in 1937 and 1938.

The Korean Incident and United States Overseas Commitments

Table II indicates that shipments of freighter and tanker cargoes had fallen off sharply by 1950, from the large tonnages required for relief and rehabilitation purposes following the end of World War II. In fact, total shipments in 1950 were only slightly higher than those in 1936, a relatively poor year in American overseas trade.

With the advent of the Korean Incident in June 1950, shipments from the United States during the latter part of 1950 and in 1951 rose appreciably as a result of increased defense commitments overseas; stepped up requirements for coal and coke by England and Western Europe, whose production could not keep pace with demand; and the urgent need for foodstuffs in India. In the latter year, for example, shipments totaled 82 million long tons or 47 million tons more than in 1950. Cargoes of coal, grain, sulphur, phosphates and other bulk commodities accounted for almost 70 percent of the total dry cargo movement. Shipments to England in 1951 more than doubled over those in 1950, tripled to the Mediterranean region, India and Japan, and almost quadrupled to Northern European countries outside the Soviet Zone.

Ships to handle these cargoes and those required to supply and maintain our military forces in Korea, Japan and other areas, became very scarce. The war-built fleet, laid up at reserve sites, was pressed into service to assist in meeting the heavy demands for shipping space. More than 600 United States Government-owned ships were reactivated by the National Shipping Authority of the Maritime Administration, and operated by American private shipping interests for government account.

Total receipts of both freighter and tanker cargoes have increased annually since the end of the war from about 41 million long tons in 1946 to more than 84 million long tons in 1951. In contrast to the huge increase in total shipments from the United States in 1951 over 1950, total receipts during the same period increased by less than 3 million tons.

Tankship Traffic

Tanker operations are affected by conditions somewhat different from dry cargo operations. Tank ship movements, however, are an important and integral part of our foreign commerce and must be considered in an overall study and analysis of United States ocean-borne trade.

With respect to tanker movements during the years between the two wars, it will be noted from Table I that in the 1920's, from 60 to 75 percent of all tanker cargoes moving in United States foreign trade were carried in American flag ships. In 1930, however, the position was reversed and foreign flag tankers were dominant until World War II. While this reversal appears unfavorable, the picture is misleading in that a considerable number of tankers owned and controlled by United States citizens were operated under foreign flags. Prior to this country's entrance into World War II there were 214 such tankers under foreign flags--88 under British registry, 60 under Panamanian, and the remaining number under other foreign flags.

During the period September 3, 1939 to June 18, 1941 approximately 40 American flag tankers were transferred to the flags of countries friendly to the United States. This action was taken to meet the requirements for additional foreign flag tankers to carry liquid cargoes from the United States due to war area restrictions imposed upon American flag ships. Furthermore, these transfers avoided the withdrawal of an equivalent amount of foreign tanker tonnage which was servicing United States import requirements.

A Comparison of Prewar and Postwar Tanker Activities

From 1921 until 1930 - United States flag tanker carryings maintained a fairly constant level. At no time during the 1920's did foreign flag tank ship carryings exceed those of American flag tankers in United States foreign trade. However, in 1930 and until 1942 foreign flag tankers dominated the movements of tanker cargoes in the overseas trade of this country. (See Table I).

In the early depression years (1932-1933) more than 25 percent of the world tanker fleet was laid up due to low and almost non-compensatory charter rates. New construction had fallen to the lowest point in many years. By 1936, however, tanker business had recovered to the point where only about 10 percent of the world tanker fleet was idle and new construction

resumed its normal pace. As evidenced from Table V, tanker cargoes moving in United States foreign trade began to rise steadily from a total of 23 million tons in 1936 to the highest peace time total of over 55 millions of tons in 1951.

It is apparent that as industrialization increases throughout the world and productive facilities continue to grow, the demand for petroleum products will expand. The demand for tanker tonnage, therefore, is continually increasing. United States requirements from overseas areas have increased appreciably since the end of the war, rising from 21 million long tons in 1946 to 45 million tons in 1951. But, whereas United States flag tankers carried about 75 percent of the total inbound movement in the former year, in 1951 they carried slightly less than 50 percent.

The world tanker fleet increased from approximately 17 million dead-weight tons to more than 28 million tons during the period 1939-1951. Despite this increase, the American fleet in 1951 maintained the same relative tonnage position to the total world fleet (25 percent) which it held in 1939. There was, however, a sharp decrease in the American tanker fleet from 1946 to 1951 ranging down from about 13 million dead-weight tons in the former year, when this tonnage represented about 55 percent of the world tanker fleet, to 7 million tons by the end of 1951. Sales and transfers foreign, losses and scrapping accounted for the sharp decrease.

During the 1939-1951 period production of petroleum had increased about 75 percent. This sharp rise in production, principally in the Middle East, coincided with the building of larger tankers in the postwar period to carry the increased traffic and subsequent long hauls from the Middle East oil fields to refineries in Europe and the United States. Prior to 1939, when 198 tons of crude petroleum were brought into the United States, no cargoes were received from the Middle East region. Beginning in 1946, however, receipts at American ports from the latter area totaled 15,000 long tons and by 1951 had increased to over five million long tons.

While United States flag tanker operations have traditionally been dominant in our import trade (except during 1937-1939 and 1940), similar conditions did not obtain with respect to American overseas shipments. In the latter trade, United States flag tankers exceeded foreign flag carryings for one year only (1944). In addition, United States flag tankers have always carried a much smaller percentage of outbound cargo in relation to total tanker shipments. From Table II it will be noted, however, that American flag tankers are now carrying a greater percentage of United States shipments than in the prewar years--for example, an average of 38 percent during the postwar period as against 14 percent in

the 1930 decade. It is significant that, while American flag tanker cargoes have increased percentagewise over previous years, the total volume of tanker shipments has declined from prewar levels.

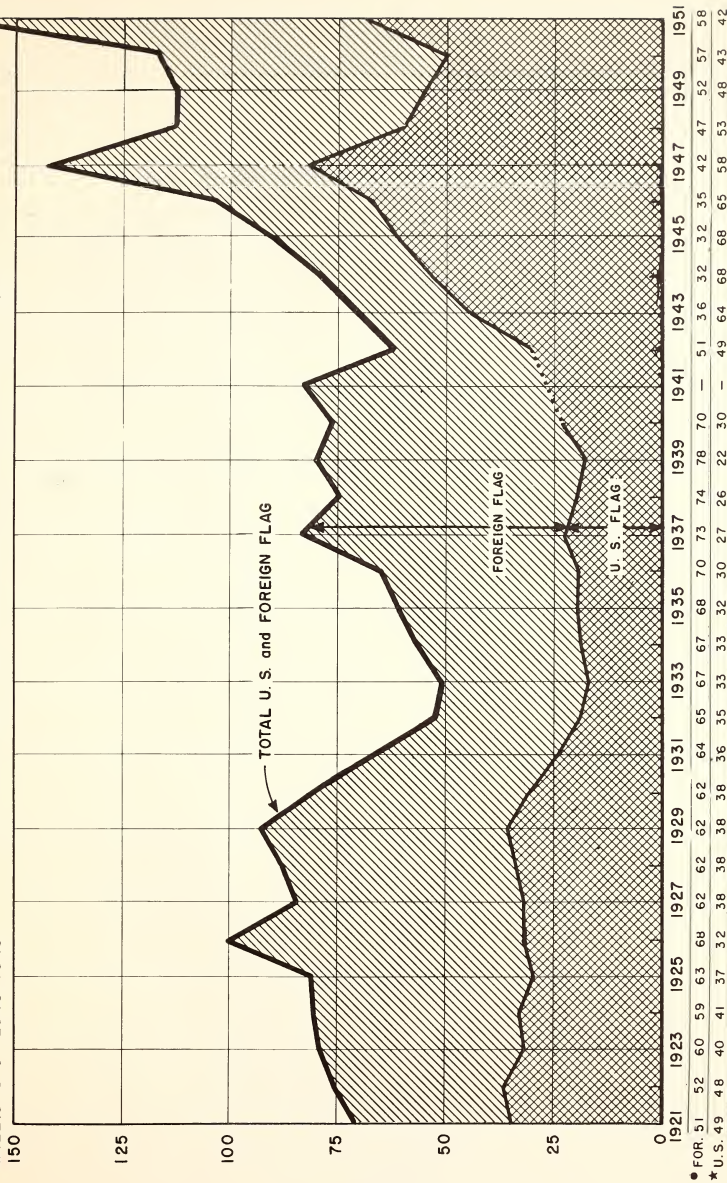
A study of the factors influencing requirements for petroleum products in the United States indicates that in the foreseeable future tanker receipts will continue to exceed shipments in American overseas trade and undoubtedly will continue to increase. This trend becomes more apparent when it is realized that, as a result of expanding industrial and military requirements, American utilization of petroleum products is currently estimated at about 60 percent of total world consumption, whereas at this time, the United States possesses only about one-third of the world's known petroleum resources. Furthermore, there is strong evidence that consumption in the United States by the end of 1956 may increase by about 20 percent over 1951.

June 1952

TOTAL CARGO CARRIED BY DRY CARGO SHIPS AND TANKERS IN U.S. FOREIGN TRADE BY FLAG OF SHIP, 1921-1951

(Excludes Great Lakes Cargo and U. S. Army and Navy Cargo.)

MILLIONS OF LONG TONS



Percent Carried by Foreign Flag

Percent Carried by U. S. Flag

1921-1941 U. S. Shipping Board and U. S. Maritime Commission.

1942-1945 War Shipping Administration.

1946-1951 Bureau of Census Report FT 973.

SOURCE: (Figures are preliminary.)

NOTE: Breakdown of 1941 total, by flag, not available. (Figures are preliminary.)

Tonnages for 1942 through 1946 are by control of ship rather than by flag.

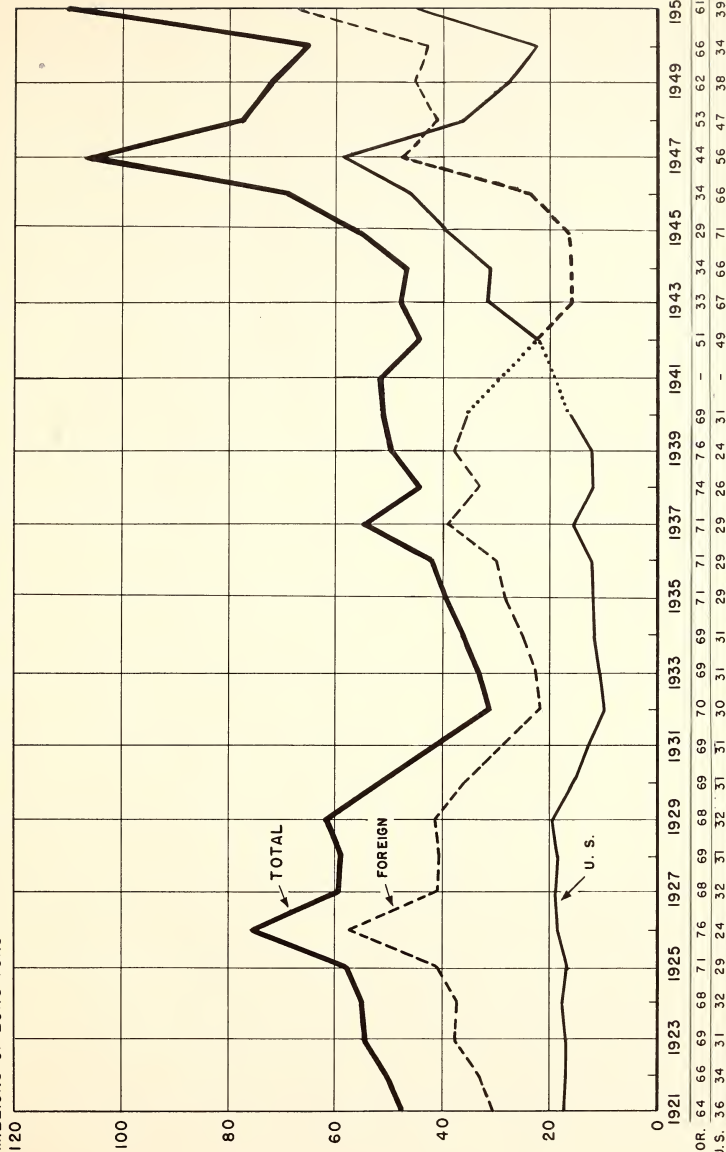
From 1921 through June 1950, cargoes under the control of the Army and Navy for military use were excluded from the data. Beginning with July 1950, shipments of "Special Category" cargoes were included, as were shipments to the armed forces abroad for their use and shipments of Department of Defense controlled cargoes under special programs.

TOTAL DRY CARGO SHIPMENTS AND RECEIPTS IN U.S. FOREIGN TRADE

1921 - 1951

(Excludes Great Lakes Cargo and U. S. Army and Navy Cargo)

MILLIONS OF LONG TONS



Percent Carried by Foreign Flag

Percent Carried by U. S. Flag

SOURCE: 1921-1941 U. S. Shipping Board and U. S. Maritime Commission.

1942-1945 War Shipping Administration.

1946-1951 Bureau of Census Reports FT 973E and 973J. (Figures are preliminary.)

NOTE: Breakdown of 1941 total, by flag, not available. (Figures are preliminary.)

Tonages for 1942 through 1946 are by control of ship rather than by flag.

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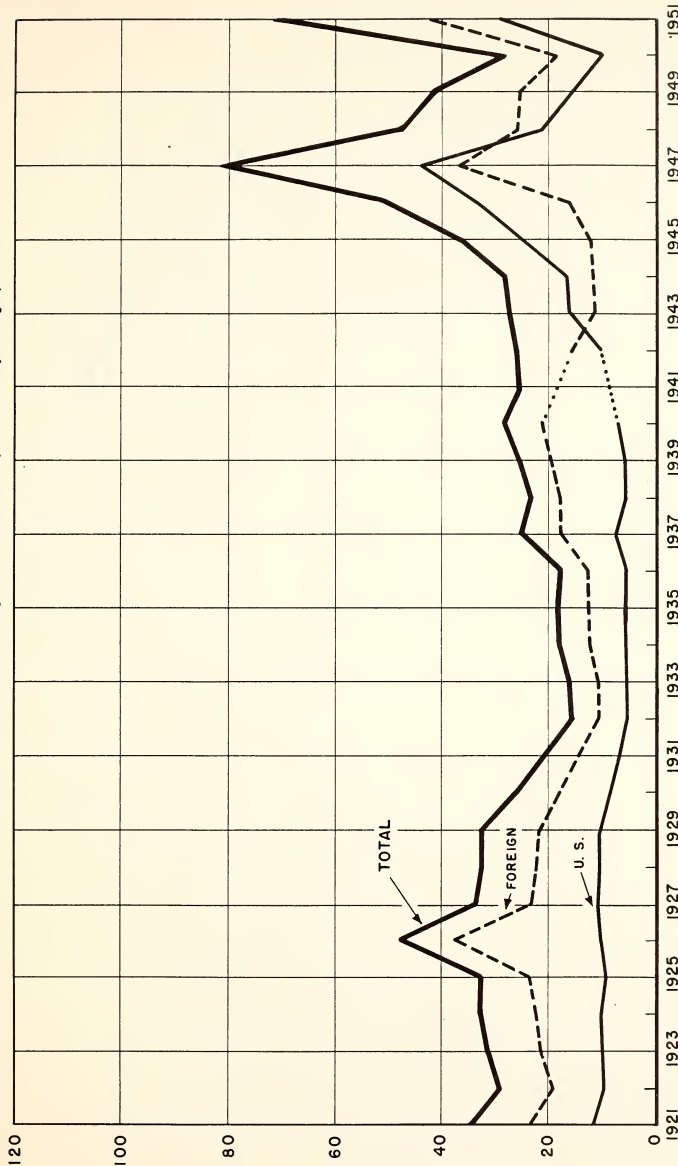
TOTAL DRY CARGO SHIPMENTS IN U. S. FOREIGN TRADE

CHART 3

1921 - 1951

(Excludes Great Lakes Cargo and U. S. Army and Navy Cargo)

MILLIONS OF LONG TONS



NOTE: Breakdown of 1941 total, by flag, not available. (Figures are preliminary.)
 Tonages for 1942 through 1946 are by control of ship rather than by flag.

SOURCE: 1921-1941 U. S. Shipping Board and U. S. Maritime Commission.
 1942-1945 War Shipping Administration.
 1946-1951 Bureau of Census Report F-73E. (Figures are preliminary.)

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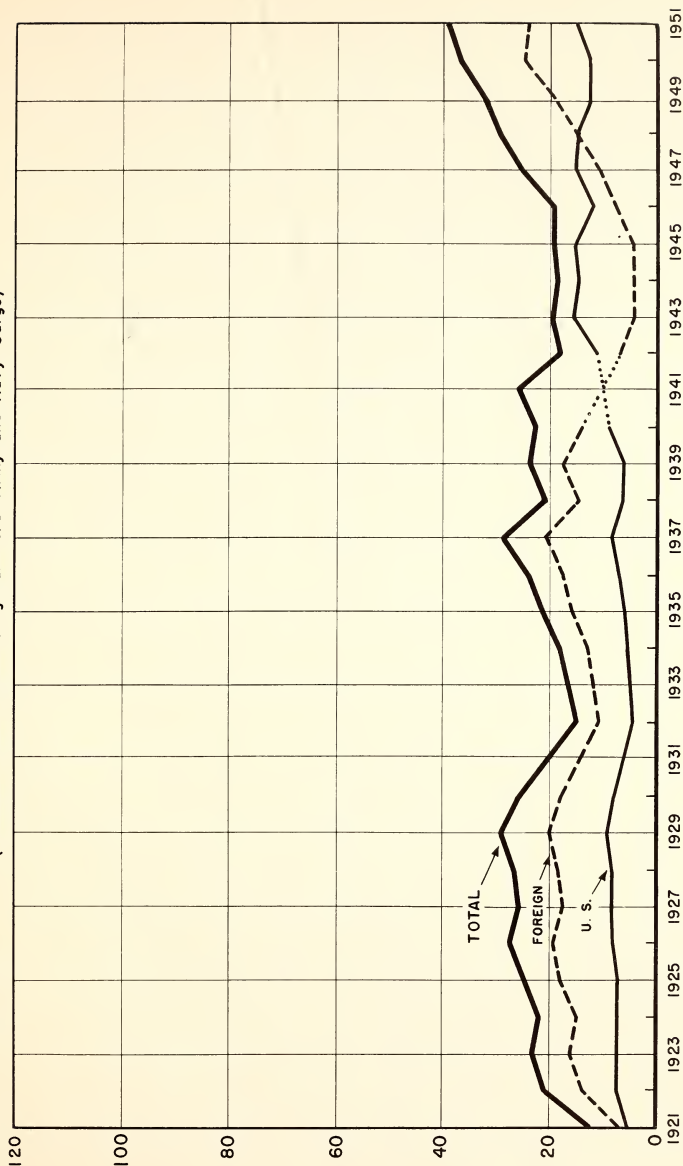
From 1921 through June 1950, cargoes under the control of the Army and Navy for military use were excluded from the data. Beginning with July 1950, shipments of "Special Category" cargoes were excluded, as were shipments to the armed forces abroad for their use and shipments of Department of Defense controlled cargoes under special programs.

TOTAL DRY CARGO RECEIPTS IN U. S. FOREIGN TRADE

1921-1951

(Excludes Great Lakes Cargo and U. S. Army and Navy Cargo)

MILLIONS OF LONG TONS



NOTE: Breakdown of 1941 total, by flag, not available. (Figures are preliminary.)
 Tonages for 1942 through 1946 are by control of ship rather than by flag.

SOURCE: 1921-1941 U. S. Shipping Board and U. S. Maritime Commission.
 1942-1945 War Shipping Administration.
 1946-1951 Bureau of Census Report FT 9731. (Figures are preliminary.)

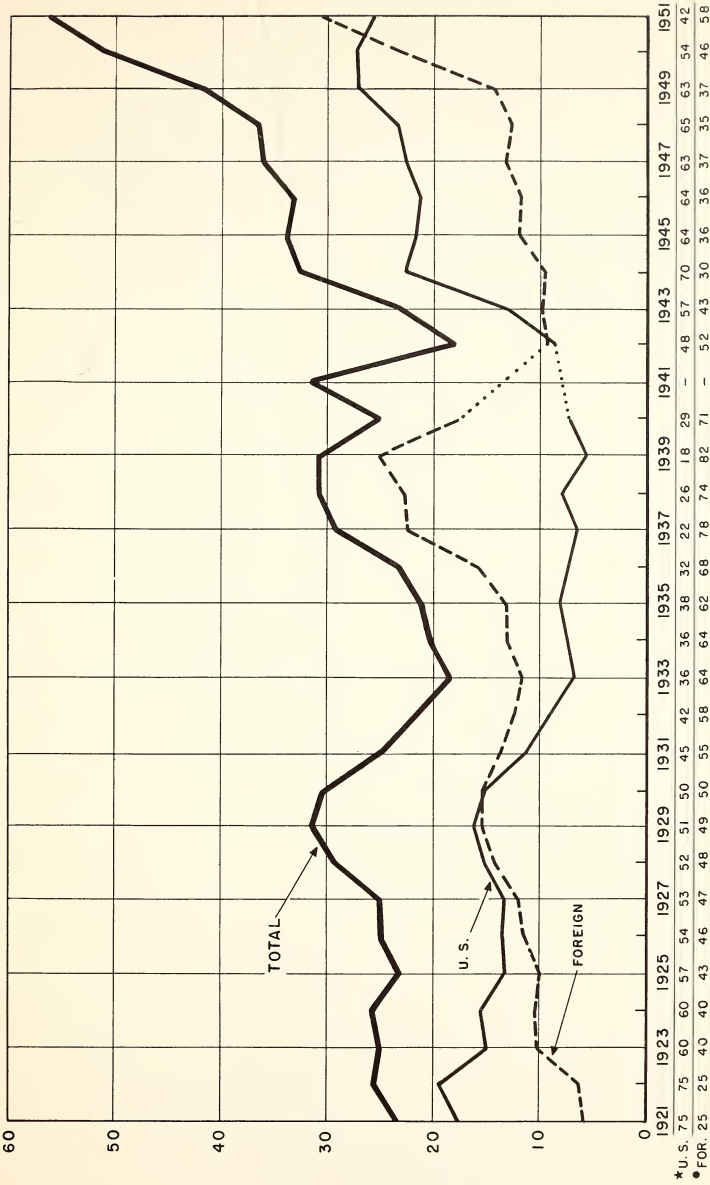
From 1921 through June 1950, cargoes under the control of the Army and Navy for military use were excluded from the data. Beginning with July 1950, shipments of "Special Category" cargoes were excluded, as were shipments to the armed forces abroad for their use and shipments of Department of Defense controlled cargoes under special programs.

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TOTAL TANKER SHIPMENTS AND RECEIPTS IN U. S. FOREIGN TRADE 1921 - 1951

(Excludes Great Lakes Cargo and U. S. Army and Navy Cargo)

MILLIONS OF LONG TONS



* Percent Carried by U. S. Flag

• Percent Carried by Foreign Flag

SOURCE: 1921-1941 U. S. Shipping Board and U. S. Maritime Commission.
 1942-1945 War Shipping Administration.
 1946-1951 Bureau of Census Reports FT 973E and 973I. (Figures are preliminary.)

NOTE: Breakdown of 1941 total, by flag, not available. (Figures are preliminary.)
 Tonmages for 1942 through 1946 are by control of ship rather than by flag.

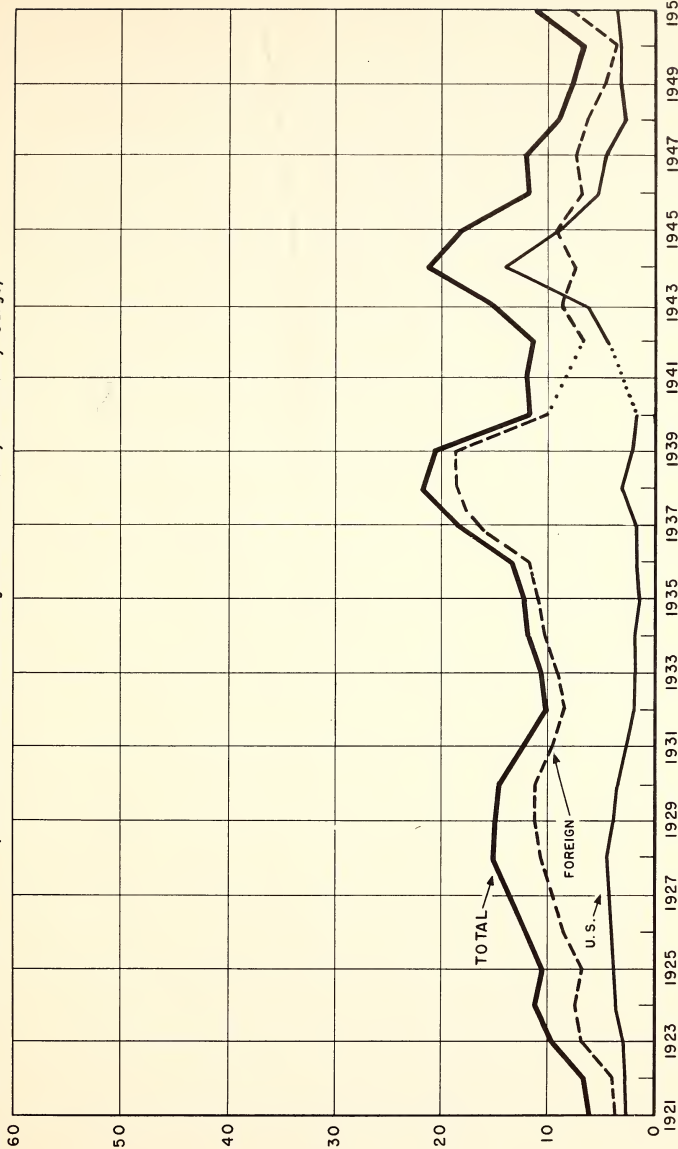
From 1921 through June 1950, cargoes under the control of the Army and Navy for all military and naval purposes were included from the date of shipment with July 1950. Cargoes under the control of the Army and Navy for all military and naval purposes were included in the shipments of "Special Category" cargoes. Shipments to the armed forces abroad for their use and shipments of Department of Defense controlled cargoes under special programs.

TOTAL TANKER SHIPMENTS IN U. S. FOREIGN TRADE

1921 - 1951

(Excludes Great Lakes Cargo and U. S. Army and Navy Cargo)

MILLIONS OF LONG TONS



NOTE: Breakdown of 1941 total, by flag, not available. (Figures are preliminary.)

Tonages for 1942 through 1946 are by control of ship rather than by flag.

SOURCE: 1921-1941 U. S. Shipping Board and U. S. Maritime Commission.

1942-1945 War Shipping Administration.

1946-1951 Bureau of Census Report P1-973E. (Figures are preliminary.)

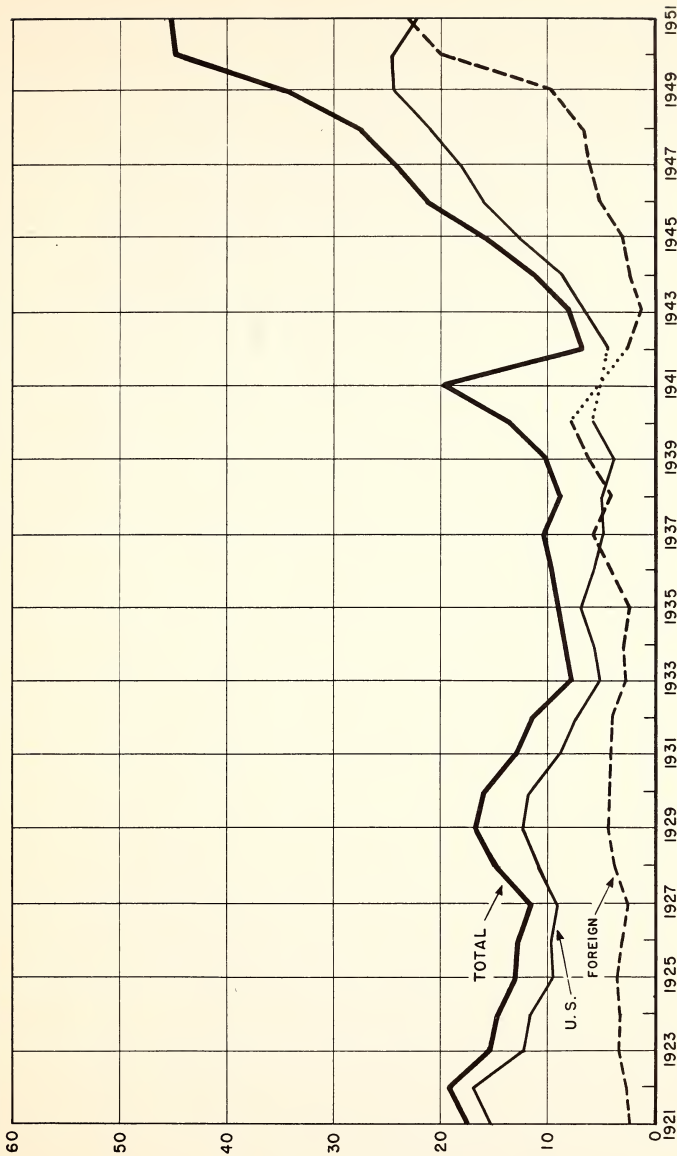
From 1921 through June 1950, cargoes under the control of the Army and Navy for military use were excluded from the data. Beginning with July 1950, shipments of "Special Category" cargoes were excluded, as were shipments to the armed forces abroad for their use and shipments of Department of Defense controlled cargoes under special programs.

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TOTAL TANKER RECEIPTS IN U.S. FOREIGN TRADE 1921 - 1951

(Excludes Great Lakes Cargo and U. S. Army and Navy Cargo.)

MILLIONS OF LONG TONS



NOTE: Breakdown of 1941 total, by flag, not available. (Figures are preliminary.)
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From 1921 through June 1950, cargoes under the control of the Army and Navy for military use were excluded from the data. Beginning with July 1950, shipments of "Special Category" cargoes were excluded, as were shipments to the armed forces abroad for their use and shipments of Department of Defense controlled cargoes under special programs.

TABLE I

CARGO SHIPMENTS FROM AND RECEIPTS INTO THE UNITED STATES BY FLAG/ OF SHIP

1921 - 1951

(Excludes Great Lakes cargo and U.S. Army and U.S. Navy cargo^d/

(In thousands of long tons)

YEAR	TOTAL CARGO			CARRIED ON DRY CARGO SHIPS			CARRIED ON TANKERS		
	Total	United States	Foreign	Total	United States	Foreign	Total	United States	Foreign
1921	70,554	34,571	35,983	47,212	16,996	30,216	23,342	17,575	5,767
1922	75,450	36,216	39,234	49,854	16,950	32,904	25,596	19,266	6,330
1923	79,096	31,638	47,458	54,275	16,825	37,450	24,821	14,813	10,008
1924	80,234	32,896	47,338	54,520	17,446	37,074	25,714	15,450	10,264
1925	80,610	29,826	50,784	57,459	16,663	40,796	23,151	13,163	9,988
1926	100,206	31,744	68,462	75,316	18,296	57,020	24,890	13,448	11,442
1927	84,027	31,794	52,233	59,065	18,652	40,413	24,962	13,142	11,820
1928	87,799	33,434	54,365	58,503	18,298	40,205	29,296	15,136	14,160
1929	92,764	35,486	57,278	61,320	19,442	41,878	31,444	16,044	15,400
1930	81,734	30,864	50,870	51,458	15,831	35,627	30,276	15,033	15,243
1931	65,328	23,552	41,776	40,711	12,528	28,183	24,617	11,024	13,593
1932	52,132	18,367	33,765	30,708	9,293	21,415	21,424	9,074	12,350
1933	50,750	16,851	33,899	32,530	10,243	22,287	18,220	6,608	11,612
1934	56,337	18,555	37,782	36,122	11,343	24,779	20,215	7,212	13,003
1935	60,875	19,697	41,178	39,783	11,671	28,112	21,092	8,026	13,066
1936	64,868	19,283	45,585	41,806	12,004	29,802	23,062	7,279	15,783
1937	82,970	22,012	60,958	54,044	15,544	38,500	28,926	6,468	22,458
1938	74,597	19,446	55,151	44,071	11,637	32,434	30,526	7,809	22,717
1939	79,745	17,403	62,342	49,216	11,885	37,331	30,529	5,518	25,011
1940	75,962	23,204	52,758	51,042	16,022	35,020	24,920	7,182	17,738
1941 ^{b/}	82,980	c/	c/	51,562	c/	c/	31,418	c/	c/
1942	61,663	30,023	31,640	43,808	21,418	22,390	17,855	8,605	9,250
1943	70,315	44,680	25,635	47,372	31,664	15,708	22,943	13,016	9,927
1944	79,049	53,760	25,289	46,765	31,036	15,729	32,284	22,724	9,560
1945	90,205	61,736	28,469	56,324	39,932	16,392	33,881	21,804	12,077
1946	102,868	67,167	35,701	69,895	45,910	23,985	32,973	21,257	11,716
1947	142,177	81,901	60,276	106,119	59,267	46,852	36,058	22,634	13,424
1948	113,436	59,787	53,649	77,193	36,290	40,903	36,243	23,497	12,746
1949	113,306	54,503	58,803	71,833	27,319	44,514	41,473	27,184	14,289
1950	117,216	49,914	67,302	66,080	22,502	43,578	51,136	27,412	23,724
1951	166,644	69,976	96,668	110,408	44,226	66,182	56,236	25,750	30,486

^{a/} Figures for 1942 through 1945 are by control of ship rather than by flag.^{b/} 1941 figures are preliminary.^{c/} Not available.^{d/} From 1921 through June 1950, cargoes under the control of the Army and Navy for military use were excluded from the data. Beginning with July 1950, shipments of "Special Category" cargoes were excluded, as were shipments to the armed forces abroad for their use and shipments of Department of Defense controlled cargoes under special programs.

Source: 1921-1941 - U.S. Shipping Board and U.S. Maritime Commission;
 1942-1945 - War Shipping Administration;
 1946-1951 - Bureau of Census, Reports FT 973E & FT 973I (Figures are preliminary).

TABLE II
CARGO SHIPMENTS FROM THE UNITED STATES BY FLAG^{a/} OF SHIP

1921 - 1951

(Excludes Great Lakes cargo and U.S. Army and U.S. Navy cargo^{d/})

(In thousands of long tons)

YEAR	TOTAL CARGO			CARRIED ON DRY CARGO SHIPS			CARRIED ON TANKERS		
	Total	United States	Foreign	Total	United States	Foreign	Total	United States	Foreign
1921	40,835	13,884	26,951	34,855	11,502	23,353	5,980	2,382	3,598
1922	35,504	12,426	23,078	29,064	9,882	19,182	6,440	2,544	3,896
1923	40,713	12,621	28,092	31,225	9,992	21,233	9,488	2,629	6,859
1924	43,683	13,885	29,798	32,626	10,318	22,308	11,057	3,567	7,490
1925	42,924	12,958	29,966	32,556	9,301	23,255	10,368	3,657	6,711
1926	60,274	14,009	46,265	47,985	10,211	37,774	12,289	3,798	8,491
1927	47,223	14,628	32,595	33,704	10,536	23,168	13,519	4,092	9,427
1928	47,096	14,548	32,548	32,207	10,200	22,007	14,889	4,348	10,541
1929	47,030	14,015	33,015	32,253	10,368	21,885	14,777	3,647	11,130
1930	40,366	11,320	29,046	25,997	8,075	17,922	14,369	3,245	11,124
1931	32,702	8,982	23,720	20,855	6,692	14,163	11,847	2,290	9,557
1932	25,853	6,835	19,018	15,782	5,160	10,622	10,071	1,675	8,396
1933	26,559	6,988	19,571	16,023	5,558	10,565	10,536	1,530	9,006
1934	29,799	7,477	22,322	18,041	5,896	12,145	11,758	1,581	10,177
1935	30,517	7,071	23,446	18,460	5,882	12,578	12,057	1,189	10,868
1936	31,251	6,917	24,334	17,875	5,312	12,563	13,376	1,605	11,771
1937	43,812	9,074	34,738	25,261	7,353	17,908	18,551	1,721	16,830
1938	44,984	8,487	36,497	23,447	5,496	17,951	21,537	2,991	18,546
1939	46,116	7,547	38,569	25,649	5,807	19,842	20,467	1,740	18,727
1940	39,845	8,511	31,334	28,482	7,108	21,374	11,363	1,403	9,960
1941 ^{b/}	37,263	c/	c/	25,576	c/	c/	11,687	c/	c/
1942	37,205	14,488	22,717	26,081	10,242	15,839	11,124	4,246	6,878
1943	42,647	22,591	20,056	27,641	16,221	11,420	15,006	6,370	8,636
1944	49,299	30,359	18,940	28,199	16,485	11,714	21,100	13,874	7,226
1945	55,002	33,687	21,315	36,935	24,707	12,228	18,067	8,980	9,087
1946	62,202	39,196	23,006	50,526	34,072	16,454	11,676	5,124	6,552
1947	92,636	48,737	43,899	80,789	44,241	36,548	11,847	4,496	7,351
1948	56,319	24,130	32,189	47,504	21,431	26,073	8,815	2,699	6,116
1949	48,272	18,556	29,716	40,794	15,580	25,214	7,478	2,976	4,502
1950	35,303	12,823	22,480	28,888	9,913	18,975	6,415	2,910	3,505
1951	82,256	32,450	49,806	71,125	29,036	42,089	11,131	3,414	7,717

a/ Figures for 1942 through 1945 are by control of ship rather than by flag.

b/ 1941 figures are preliminary.

c/ Not available.

d/ See footnote d/, Table I for coverage.

Source: 1921-1941 - U.S. Shipping Board and U.S. Maritime Commission;

1942-1945 - War Shipping Administration;

1946-1951 - Bureau of Census, Reports FT 973E (Figures are preliminary).

TABLE III
CARGO RECEIPTS INTO THE UNITED STATES BY FLAG^{a/} OF SHIP

1921 - 1951

(Excludes Great Lakes cargo and U.S. Army and U.S. Navy cargo^{d/})

(In thousands of long tons)

YEAR	TOTAL CARGO			CARRIED ON DRY CARGO SHIPS			CARRIED ON TANKERS		
	Total	United States	Foreign	Total	United States	Foreign	Total	United States	Foreign
1921	29,719	20,506	9,213	12,357	5,437	6,920	17,362	15,069	2,293
1922	39,946	23,968	15,978	20,790	7,277	13,513	19,156	16,691	2,465
1923	38,383	19,192	19,191	23,050	7,145	15,905	15,333	12,047	3,286
1924	36,551	18,657	17,894	21,894	7,093	14,801	14,657	11,564	3,093
1925	37,686	16,519	21,167	24,903	7,073	17,830	12,783	9,446	3,337
1926	39,932	17,734	22,198	27,331	8,084	19,247	12,601	9,650	2,951
1927	36,804	17,166	19,638	25,361	8,117	17,244	11,443	9,050	2,393
1928	40,733	18,886	21,817	26,296	8,098	18,198	14,407	10,788	3,619
1929	45,734	21,471	24,263	29,067	9,074	19,993	16,667	12,397	4,270
1930	41,368	19,544	21,824	25,461	7,756	17,705	15,907	11,788	4,119
1931	32,626	14,570	18,056	19,856	5,836	14,020	12,770	8,734	4,036
1932	26,279	11,532	14,747	14,926	4,133	10,793	11,353	7,399	3,954
1933	24,191	9,863	14,328	16,507	4,785	11,722	7,684	5,078	2,606
1934	26,538	11,078	15,460	18,081	5,447	12,634	8,457	5,631	2,826
1935	30,358	12,626	17,732	21,323	5,789	15,534	9,035	6,837	2,198
1936	33,617	12,366	21,251	23,931	6,692	17,239	9,686	5,674	4,012
1937	39,158	12,938	26,220	28,783	8,191	20,592	10,375	4,747	5,628
1938	29,613	10,959	18,654	20,624	6,141	14,483	8,989	4,818	4,171
1939	33,689	9,856	23,773	23,567	6,078	17,489	10,062	3,778	6,284
1940	36,117	14,693	21,424	22,560	8,914	13,646	13,557	5,779	7,778
1941 ^{b/}	45,717	c/	c/	25,986	c/	c/	19,731	c/	c/
1942	24,458	15,535	8,923	17,727	11,176	6,551	6,731	4,359	2,372
1943	27,668	22,089	5,579	19,731	15,443	4,288	7,937	6,046	1,891
1944	29,750	23,401	6,349	18,566	14,551	4,015	11,184	8,850	2,334
1945	35,203	28,049	7,154	19,389	15,225	4,164	15,814	12,824	2,990
1946	40,666	27,971	12,695	19,369	11,838	7,531	21,297	16,133	5,164
1947	49,541	33,164	16,377	25,330	15,026	10,304	24,211	18,138	6,073
1948	57,117	35,657	21,460	29,689	14,859	14,830	27,428	20,798	6,630
1949	65,034	35,947	29,087	31,039	11,739	19,300	33,995	24,208	9,787
1950	81,913	37,091	44,822	37,192	12,589	24,603	44,721	24,502	20,219
1951	84,388	37,526	46,862	39,283	15,190	24,093	45,105	22,336	22,769

a/ Figures for 1942 through 1945 are by control of ship rather than by flag.

b/ 1941 figures are preliminary.

c/ Not available.

d/ See footnote d/, Table I for coverage.

Source: 1921-1941 - U.S. Shipping Board and U.S. Maritime Commission;

1942-1945 - War Shipping Administration;

1946-1951 - Bureau of Census, Reports FT 973I (Figures are preliminary).

TABLE IV
CARGO SHIPMENTS FROM AND RECEIPTS INTO THE UNITED STATES BY FLAG OF SHIP
JANUARY, 1950 THROUGH DECEMBER, 1951
(Excludes Great Lakes cargo and U.S. Army and U.S. Navy cargo^{a/})
(In thousands of long tons)

<u>YEAR</u>	<u>TOTAL CARGO</u>			<u>CARRIED ON DRY CARGO SHIPS</u>			<u>CARRIED ON TANKERS</u>		
	<u>Total</u>	<u>United States</u>	<u>Foreign</u>	<u>Total</u>	<u>United States</u>	<u>Foreign</u>	<u>Total</u>	<u>United States</u>	<u>Foreign</u>
1950									
January	9,218	4,047	5,171	4,787	1,837	2,950	4,431	2,210	2,221
February	7,955	3,727	4,228	4,548	1,948	2,600	3,407	1,779	1,628
March	10,065	4,779	5,286	5,255	2,038	3,217	4,810	2,741	2,069
April	9,518	4,119	5,399	5,010	1,756	3,254	4,508	2,363	2,145
May	9,593	4,115	5,478	5,386	1,771	3,615	4,207	2,344	1,863
June	9,847	4,493	5,354	5,725	2,096	3,629	4,122	2,397	1,725
July	9,099	3,947	5,152	5,221	1,745	3,476	3,878	2,202	1,676
August	9,858	3,934	5,924	5,539	1,722	3,817	4,319	2,212	2,107
September	10,144	4,035	6,109	6,116	1,924	4,192	4,028	2,111	1,917
October	10,606	4,091	6,515	6,066	1,772	4,294	4,540	2,319	2,221
November	10,282	4,237	6,045	6,063	1,929	4,134	4,219	2,308	1,911
December	11,031	4,390	6,641	6,364	1,964	4,400	4,667	2,426	2,241
1951									
January	11,889	4,255	7,634	6,962	2,196	4,766	4,927	2,059	2,868
February	12,300	4,433	7,867	8,032	2,702	5,330	4,268	1,731	2,537
March	13,616	5,168	8,448	9,093	3,188	5,905	4,523	1,980	2,543
April	13,894	5,896	7,998	9,260	3,578	5,682	4,634	2,318	2,316
May	14,155	5,705	8,450	9,186	3,393	5,793	4,969	2,312	2,657
June	14,156	6,348	7,808	9,442	3,750	5,692	4,714	2,598	2,116
July	13,913	5,974	7,939	8,969	3,647	5,322	4,944	2,327	2,617
August	14,977	6,409	8,568	10,177	4,243	5,934	4,800	2,166	2,634
September	14,483	6,260	8,223	9,882	4,244	5,638	4,601	2,016	2,585
October	15,284	6,787	8,497	10,384	4,440	5,944	4,900	2,347	2,553
November	13,901	6,425	7,476	9,454	4,367	5,087	4,447	2,058	2,389
December	14,076	6,316	7,760	9,567	4,478	5,089	4,509	1,838	2,671

^{a/} See footnote ^{d/}, Table I for coverage.

Source: Bureau of Census Reports FT973E and FT973I.

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TABLE V

CARGO SHIPMENTS FROM THE UNITED STATES BY FLAG OF SHIP

JANUARY, 1950 THROUGH DECEMBER, 1951

(Excludes Great Lakes cargo and U.S. Army and U.S. Navy cargo^{a/})

(In thousands of long tons)

YEAR	TOTAL CARGO			CARRIED ON DRY CARGO SHIPS			CARRIED ON TANKERS		
	Total	United States	Foreign	Total	United States	Foreign	Total	United States	Foreign
1950									
January	2,620	1,062	1,558	2,136	825	1,311	484	237	247
February	2,701	1,187	1,514	2,113	887	1,226	588	300	288
March	2,975	1,197	1,778	2,340	917	1,423	635	280	355
April	3,049	1,185	1,864	2,442	925	1,517	607	260	347
May	2,958	1,079	1,879	2,385	788	1,597	573	291	282
June	3,035	1,230	1,805	2,501	1,009	1,492	534	221	313
July	2,573	912	1,661	2,091	691	1,400	482	221	261
August	2,452	794	1,658	2,030	613	1,417	422	181	241
September	3,046	1,069	1,977	2,576	856	1,720	470	213	257
October	2,948	927	2,021	2,374	683	1,691	574	244	330
November	3,179	996	2,183	2,687	793	1,894	492	203	289
December	3,767	1,185	2,582	3,213	926	2,287	554	259	295
1951									
January	4,181	1,140	3,041	3,626	981	2,645	555	159	396
February	5,076	1,653	3,423	4,631	1,478	3,153	445	175	270
March	6,100	2,209	3,891	5,528	1,928	3,600	572	281	291
April	6,569	2,630	3,939	5,896	2,340	3,556	673	290	383
May	6,851	2,527	4,324	5,931	2,262	3,669	920	265	655
June	6,682	2,705	3,977	5,822	2,318	3,504	860	387	473
July	6,610	2,571	4,039	5,442	2,242	3,200	1,168	329	839
August	8,119	3,156	4,963	6,709	2,802	3,907	1,410	354	1,056
September	8,369	3,483	4,886	6,911	3,100	3,811	1,458	383	1,075
October	8,128	3,337	4,791	6,958	3,025	3,933	1,170	312	858
November	7,594	3,446	4,148	6,656	3,231	3,425	938	215	723
December	7,977	3,593	4,384	7,015	3,329	3,686	962	264	698

^{a/} See footnote ^{a/}, Table I for coverage.

Source: Bureau of Census Reports FT973E.

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TABLE VI
CARGO RECEIPTS INTO THE UNITED STATES BY FLAG OF SHIP

JANUARY, 1950 THROUGH DECEMBER, 1951

(Excludes Great Lakes cargo and U.S. Army and U.S. Navy cargo^{a/})

(In thousands of long tons)

<u>YEAR</u>	<u>TOTAL CARGO</u>			<u>CARRIED ON DRY CARGO SHIPS</u>			<u>CARRIED ON TANKERS</u>		
	<u>Total</u>	<u>United States</u>	<u>Foreign</u>	<u>Total</u>	<u>United States</u>	<u>Foreign</u>	<u>Total</u>	<u>United States</u>	<u>Foreign</u>
1950									
January	6,598	2,985	3,613	2,651	1,012	1,639	3,947	1,973	1,974
February	5,254	2,540	2,714	2,435	1,061	1,374	2,819	1,479	1,340
March	7,090	3,582	3,508	2,915	1,121	1,794	4,175	2,461	1,714
April	6,469	2,934	3,535	2,568	831	1,737	3,901	2,103	1,798
May	6,635	3,036	3,599	3,001	983	2,018	3,634	2,053	1,581
June	6,812	3,263	3,549	3,224	1,087	2,137	3,588	2,176	1,412
July	6,526	3,035	3,491	3,130	1,054	2,076	3,396	1,981	1,415
August	7,406	3,140	4,266	3,509	1,109	2,400	3,897	2,031	1,866
September	7,098	2,966	4,132	3,540	1,068	2,472	3,558	1,898	1,660
October	7,658	3,164	4,494	3,692	1,089	2,603	3,966	2,075	1,891
November	7,103	3,241	3,862	3,376	1,136	2,240	3,727	2,105	1,622
December	7,264	3,205	4,059	3,151	1,038	2,113	4,113	2,167	1,946
1951									
January	7,708	3,115	4,593	3,336	1,215	2,121	4,372	1,900	2,472
February	7,224	2,780	4,444	3,401	1,224	2,177	3,823	1,556	2,267
March	7,516	2,959	4,557	3,565	1,260	2,305	3,951	1,699	2,252
April	7,325	3,266	4,059	3,364	1,238	2,126	3,961	2,028	1,933
May	7,304	3,178	4,126	3,255	1,131	2,124	4,049	2,047	2,002
June	7,474	3,643	3,831	3,620	1,432	2,188	3,854	2,211	1,643
July	7,303	3,403	3,900	3,527	1,405	2,122	3,776	1,998	1,778
August	6,858	3,253	3,605	3,468	1,441	2,027	3,390	1,812	1,578
September	6,114	2,777	3,337	2,971	1,144	1,827	3,143	1,633	1,510
October	7,156	3,450	3,706	3,426	1,415	2,011	3,730	2,035	1,695
November	6,307	2,979	3,328	2,798	1,136	1,662	3,509	1,843	1,666
December	6,099	2,723	3,376	2,552	1,149	1,403	3,547	1,574	1,973

^{a/} See footnote d/, Table I for coverage.

Source: Bureau of Census Reports **FT9731**.

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